PATENT SPECIFICATION

Application Date: July 13, 1938. No. 20751/38.

516,832

Complete Specification Left: July 4, 1939.

Complete Specification Accepted: Jan. 12, 1940.

PROVISIONAL SPECIFICATION

Improvements in or relating to Saddles for Cycles and the like

We, DUNLOP RUBBER COMPANY LIMITED, a British Company, of 32, Osnaburgh Street, London, N.W.1, and HENRY FRANCIS RYAN, a British Subject, of the aforesaid Company's Works at Fort Dunlop, Erdington, Birmingham, in the County of Warwick, do hereby declare the nature of this invention to be as follows:—

This invention comprises certain improvements in or relating to saddles for cycles and the like.

At the present time it is the usual custom to secure the saddle to a vertically adjustable pillar, mounted on the cycle frame, by means of a clip device which engages the frame of the saddle and is fastened to the pillar. This arrangement, therefore, involves the use of three separate component parts, viz., the saddle, the clip device, and the pillar.

The present invention has for its object to reduce to a minimum the number of component parts, thus simplifying the construction and effecting a saving in the cost of the cycle, as well as reducing its weight.

According to the present invention, the frame of the saddle has a pillar or supporting member formed integral therewith, or rigidly fixed thereto, thus obviating the need for a clip and a separate pillar.

According to a convenient embodiment, the invention is applied to a saddle for a juvenile cycle or tricycle wherein the need for a horizontal adjustment of the saddle is not particularly necessary or desirable. The saddle top may be of the type formed of rubber reinforced with cord or fabric, or it may be formed of leather or any other material. The saddle top is of the usual shape, and is fixed to a metal frame by means of rivets. This metal frame comprises a strip of metal which is curved throughout its length to lie against the inside face of a depending flange at the back of the saddle. A metal strip arranged central and longitudinally of the saddle is fixed at the front end to the centre of the nose of the saddle by means of a rivet, and, the rear end of this strip may be fixed to the curved strip by forming a rectangular opening in the centre of the curved strip, into which is fitted a reduced portion of the longitudinal frame strip, and the two parts are rigidly secured together such as by riveting over the reduced end of the longitudinal frame strip or by welding the two parts together. The said longitudinally arranged strip is shaped to permit the top of the saddle to be deflected by the weight of the rider thereon without any liability of contacting the strip. The forward end of the strip is bent downwardly to lie behind the thickened nose portion of the saddle top.

A supporting pillar for the saddle is fixed to the central longitudinally arranged frame member at a point intermediate the ends thereof. Such supporting pillar conveniently comprises a length of round-section metal bar which is welded or otherwise rigidly fixed to the frame with the axis of the rod at right-angles or other suitable angle to the surface of the longitudinal frame strip. This pillar is adapted to engage a socket in the frame of the cycle and the saddle can then be secured in the desired position by means of the usual clamping bolt. In lieu of the supporting pillar being welded to the frame member, it may be provided with a reduced screw threaded stem portion which passes through a hole in the frame member and is secured by a nut screwed on the pillar. The pillar may be formed by a length of metal tubing suitably secured to the frame of the saddle.

By the present invention, the construction of the saddle is considerably simplified and cheapened without detrimentally affecting the rigidity of the saddle or its mounting on the cycle.

Dated this 1st day of July, 1938.

W. BOND,
Acting for the Applicants.

[Price 1/-]

COMPLETE SPECIFICATION

Improvements in or relating to Saddles for Cycles and the like

We, DUNLOP RUBBER COMPANY LIMITED, a British Company, of 32, Osnaburgh Street, London, N.W.1, and HENRY FRANCIS RYAN, a British Subject, of the aforesaid Company's Works at Fort Dunlop, Erdington, Birmingham, in the County of Warwick, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

This invention comprises certain improvements in or relating to saddles for cycles and the like.

At the present time it is the usual custom to secure the saddle to a vertically adjustable pillar, mounted on the cycle frame, by means of a clip device which engages the frame of the saddle and which is detachably fastened to the pillar. This arrangement, therefore, involves the use of three separate component parts, viz., the saddle, the clip device, and the pillar.

The present invention has for its object to reduce to a minimum the number of component parts, thus simplifying the construction and effecting a saving in the cost of the cycle, as well as reducing its weight.

According to the present invention, the frame of the saddle comprises a cantle plate or strip and a strip member which extends centrally of the length of the saddle and to which a pillar or supporting member is rigidly attached, thus obviating the need for a clip and a separate pillar.

The accompanying drawing shows an underside perspective view of a saddle constructed according to this invention.

According to a convenient embodiment, the invention is applied to a saddle for a juvenile cycle or tricycle wherein the need for a horizontal adjustment of the saddle is not particularly necessary or desirable. The saddle top 1 may be of the type formed of rubber reinforced with cord or fabric, or it may be formed of leather or any other material. The saddle top is of the usual shape, and is fixed to a metal frame by means of rivets. This metal frame comprises a cantle plate formed by a strip of metal 2 which is curved throughout its length to lie against the inside face of a depending flange at the back of the saddle. A metal strip 3 arranged centrally and longitudinally of the saddle is fixed at the front end to the centre of the nose of the saddle by means of a rivet, and, the rear end of this strip may be fixed to the curved cantle strip 2 by forming a rectangular opening in the centre of the curved strip, into which is fitted a reduced portion of the longitudinal frame strip, and the two parts are rigidly secured together such as by riveting-over the reduced end of the longitudinal frame strip or by welding the two parts together. The said longitudinally arranged strip 3 is shaped to permit the top of the saddle to be deflected by the weight of the rider thereon without any liability of contacting the strip. The forward end 3a of the strip is bent downwardly to lie behind the thickened nose portion of the saddle top.

A supporting pillar 4 for the saddle is fixed to the central longitudinally arranged frame member at a point intermediate the ends thereof. Such supporting pillar conveniently comprises a length of round-section metal bar which is welded or otherwise rigidly fixed to the frame with the axis of the rod at right-angles or other suitable angle to the surface of the longitudinal frame strip 3. This pillar is adapted to engage a socket in the frame of the cycle and the saddle can then be secured in the desired position by means of the usual clamping bolt. In lieu of the supporting pillar being welded to the frame member, it may be provided with a reduced screw threaded stem portion which passes through a hole in the frame member 3 and is then secured by a nut screwed on the pillar. The pillar may be formed by a length of metal tubing suitably secured to the frame of the saddle.

By the present invention, the construction of the saddle is considerably simplified and cheapened without detrimentally affecting the rigidity of the saddle or its mounting on the cycle.

Having now particularly described and ascertained the nature of our said invention and in what manner the same is to be performed, we declare that what we claim is:—

1. A saddle for cycles and the like in which a supporting pillar is formed integral with or rigidly attached to a frame structure carrying the seat, characterised in that the frame structure comprises a cantle plate or strip and a strip or like member which extends centrally of the length of the seat and to which the supporting pillar is rigidly attached.

2. A saddle for cycles and the like as set forth in Claim 1, in which the supporting pillar comprises a rod or tube which is welded to the central frame strip or member.

3. A saddle for cycles and the like as set forth in Claim 1, in which the pillar has a reduced screw threaded stem portion which engages a hole in the central frame strip or member and is rigidly fixed thereto by means of a nut screwed on the stem.

4. A saddle for cycles and the like substantially as herein set forth and shown in the accompanying drawing.

Dated this 3rd day of July, 1939.

W. BOND,
Acting for the Applicants.

Leamington Spa: Printed for His Majesty's Stationery Office, by the Courier Press.—1940.

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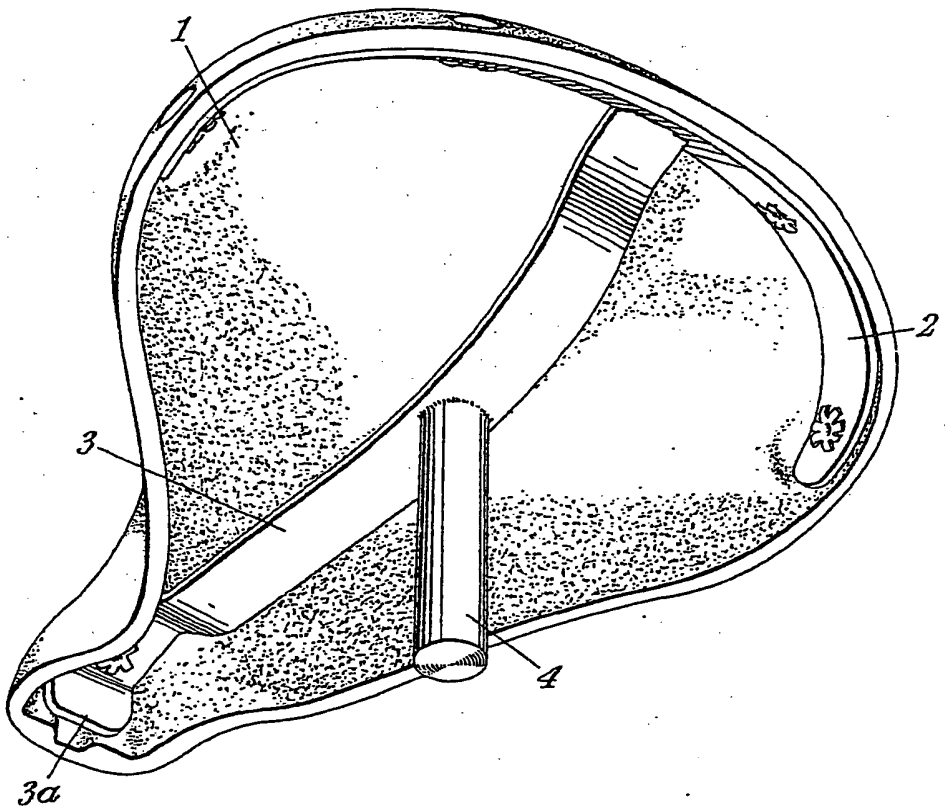
1 SHEET



[This Drawing is a reproduction of the Original on a reduced scale.]

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